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19 June 1956

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EAST GERRARY/VILM Island Degaussing Range

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VILM Island degaussing range is located on an artificial island to the east of VILM island proper. Icefloes during the winter of 1954/55 caused considerable damage to this island and dolphins (between which the degaussing cables were laid out). As a result the artificial island was reinforced and dolphins are to be done away with. An emergency power supply is being provided for. Completion date is not known.

Encl: (1) (ONI ONLY) Overlay to German Chart No. 142 GEWÄSSER um RÖGGE
Scale 1:75,000
(2) (ONI ONLY) Layout Sketch of Range and Cross-section of Island.

1. Name, ordering agency, and construction.

Full name of the degaussing range as applied by VP-SSE headquarters at ROSTOCK was **STRÖMUNGSMAGNETISIERUNGSTELLE PUTBUS** (officially abbreviated **AM-STELLE PUTBUS**). Construction of the range was ordered by VP-SSE. Its operation was part of VP-SSE's permanent mission to keep sea-lanes in SOV-ZONE waters free from mines and to guarantee individual mine protection for SOV-ZONE ships. Work on the project had been underway since 1952/53.

Construction work had been directed by VP-SSE construction department since 1955.

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 Target date was not known [] Dredging to required waterdepth of 8-10 meters has not yet been accomplished.

2. Requirements and location.

SEENYDROGRAPHISCHER DIENST (S.H.D.) had been ordered to find a suitable location. Range was to be located not too far from shipping lanes in an area with calm water during most of the year and had to be accessible for 10,000-ton ships. Waterdepth around the range had to be dredged to 8 to 10 meters. The range was to serve VP-SSE craft and SOV-ZONE merchant ships. It was eventually built east of VILK Island (item 2, encl 1) in the northern part of CHEIFSWALDER BODDEN and about 5 kilometers west of KEDDENWITZ (items 3 or 4, encl 1).

3. Brief description of degaussing range.

a. The "island" proper. (item 4, encl 2)

Main portion of the range was an artificial island of rectangular shape and measuring about 30 x 20 meters. It extended in east/west direction and rested upon a large number of strong timber piles rammed several meters into the ground, (item 6, encl 2). The deck of reinforced concrete (item 5, encl 2) was between 1.8 and 2 meters above normal water-level. A small boat harbor (item 4.f, encl 1) of unknown size was at the south side of the island; it could be entered from the east.

b. Building, equipment, complement. (items 4a through 3, encl 2)

Almost the entire deck space was occupied by a concrete or brick building. It contained 3 rooms which were from west to east: engine room (almost half of the building), quarters for complement, and control room. In the engine room, 3 KVD-21 diesels with generators and 1 large switch-board were to be installed. The range was to be run by a small group of VP-SSE personnel. Equipment for the control room was unknown except that a very large control desk was to be installed which could not be moved in as door and windows were too small to let it through.

c. "Schleifen" (loops). (items 2 & 3, encl 2)

Two measuring loops had been built north and east of the island, at a distance of 800 to 1000 meters. Each of them consisted of a number of wooden 9-pile dolphins between which the actual loops were laid out. Their construction was completed in the fall of 1954. One day in January or February 1955, the majority of the dolphins were destroyed in one half hour by a large icefloe. Dolphins were not to be rebuilt and loops were to be moored with anchors and their positions marked by buoys.

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d. Island protection.

During the winter of 1954/55 many of the timber piles on the island were also damaged considerably by iceflees. The space between the piles under the island was filled up with loose rock and a wall of loose rock was piled up around the island, (item 7, encl 2). Wooden piles under the island were surrounded by 2 very strong iron rings for additional strengthening. The outside wall of loose rock was again again surrounded by strong timber piling (item 8, encl 2) protected by another outermost wall of loose rock (item 9, encl 2). Shape of the island, thus, changed from a large rectangle to a larger oval. It is not known what happened to the boat harbor after island-protection work had been done.

4. Electric-power supply.

During construction period, the range was supplied high-tension power by cable via REDDEWITZ (items 3 or 4, encl 1). A transformer was to be mounted on the island. This powersupply system will be maintained for emergencies, i.e. whenever the lower generators to be installed in the building on the island fail. [redacted] the "transformer station" near LAUTERBACH (item 1, encl 1) as referred to in ref. (a) was only a temporary cable repair and vulcanizing shop. [redacted] there were no power-supply cables leading from LAUTERBACH to the range as mentioned in ref. (a). Normally, the range will be supplied with electric-power by the 3 KVD-21 diesel-coupled generators to be installed in the building. Additional temporary cables from REDDEWITZ to the island supplied low-tension power for various purposes. There was also a telephone cable leading from REDDEWITZ to the island.

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5. Operations. (see encl 2)

Ships passing the loops had to begin their passage southwest of the island and had to end it southeast of it. The northern loop had to be passed from west to east, the eastern loop from north to south.

6. Legends.

a. The following is a legend to encl (1):

- (1) Village of LAUTERBACH.
- (2) VILM Island.
- (3) Promontory REDDEWITZK HOFET.
- (4) Village of NEU-REDDEWITZ.

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b. The following is a legend to encl (2):

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- (1) Course of ships through loops ("Schleifen").
- (2) Northern loop with dolphins. To be passed from west to east.
- (3) Eastern loop with dolphins. To be passed from north to south.
- (4) Island proper.
 - (a) Engine room.
 - (b) Large switchboard.
 - (c) Three KVB-31 diesels and generators.
 - (d) Quarters for complement.
 - (e) Control room.
 - (f) Boat harbor.
- (5) Deck of island.
- (6) King timber piles under island.
- (7) Loose rock piled up under and around entire island.
- (8) Additional wall of strong timber piling.
- (9) Outermost wall of loose rock.
- (10) Sea bottom.
- (11) Waterlevel.

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